

London resemble (allowing for difference of materials) the French style of buildings at that time in use to some extent in Edinburgh.

There are also amongst the existing London domestic edifices of this reign several which approach more or less the classic style introduced by Inigo Jones, amongst which are Shaftesbury House, Aldersgate-street (No. *34), and the house in Great Queen-street, Lincoln's-inn-fields, of which we engrave one of the window-tops (No. *36): both these buildings were designed by Inigo Jones, as were also the several houses on the west side of Lincoln's-inn-fields (now much altered), portions of Westminster school, the Piazza of Covent-garden Market, &c.

In 1606, three years after the death of Queen Elizabeth, the proclamation before mentioned to prevent the increase of new buildings in and about London not having proved effectual, new foundations having proved ineffectual, another proclamation was made this year to enforce the said Acts: but this not being regarded, the matter was taken into consideration by the Star Chamber, and many persons were censured for not regulating their buildings according to the royal edict. To prevent the decay and danger of slight wooden buildings, it was also enjoined that all persons should either build the fronts of their houses with stone or brick. At this period many of the wooden London houses have evidently been composed to meet, as far as possible, this regulation, and many were built with framework of wood interlaid with brick and then plastered: the back parts of the houses were, however, composed entirely of wood. In 1609, the late proclamation not having effect, and the King being apprehensive that it might in time bring the plague to Whitehall, he, by the advice of his council, again strictly prohibited the erection of buildings on new foundations within two miles of the City, on a penalty of having them demolished. In 1617, James commanded all noblemen, knights, &c. who had residences in the country, within twenty days to depart to their mansions in the country, with their wives and families. This was a vain and useless attempt to prevent national progress, and probably tended as much as any other cause, by stopping the erection of new dwellings to meet the requirements of the increasing population, to increase the evils of the plague and other dreadful disorders.

Notwithstanding the short-sighted policy which dictated the suppression of buildings, several important sanitary improvements were effected during the reign of James I.: amongst these was the completion of the New River by Sir Hugh Middleton, in 1613. In 1614, Smithfield, the public market-place for cattle, having been so ruinous that it was almost impassable, his Majesty, to prevent the dangerous consequences attending the same, enjoined the citizens to pave it at their own cost, to which they readily complied, set about it, and finished it in six months, at the expense of 1,600*l*.

In 1615 the citizens of London began paving the sides of the principal streets with freestone, for the better accommodation of passengers.

In 1625 hackney coaches are said to have made their first appearance in London: they were then, says Mr. Craik, in Knight's "London," "only twenty in number, for the whole of the capital and contiguous parts; and they did not ply in the streets, but were sent for by those who wanted them to the stables of certain inns, where they stood." Ten years later, however, we find the King publishing a proclamation, in which he declares that "the great number of hackney coaches of late time seen and kept in London, Westminster, and their suburbs, and the general and promiscuous coaches there, were not only a great disturbance to his majesty, his dearest consort the queen, the nobility, and others of place and degree, in their passage through the streets, but the streets themselves were so pestered, and the pavements so broken up, that the common passages were hindered and made dangerous, and, besides, the prices of hay and provender made exceedingly dear; 'Wherefore,' concludes the proclamation, 'we

expressly command and forbid that no hackney or hired coaches be used or suffered in London, Westminster, or the suburbs thereof, except they be to travel at least three miles out of the same; and also that no person shall go in a coach in the said streets except the owner of the coach shall constantly keep up four able horses for our service when required.'" This ridiculous order, as might have been expected, met with very brief attention.

Amongst the patents of the same year is a grant to John Day, citizen and sworn broker of London, of the sole privilege of vending, for fourteen years, a certain weekly list of the several rates or prices of all commodities in the principal cities of Christendom.

1626 produced a more important novelty,—the first establishment of a regular, though limited, international post.

These varied and important improvements, together with the enactments against the increase of London, are proofs of the advancing condition of the national commerce during the reign of James I. which, although not so marked as during the reign of Elizabeth, was still considerable.

Amongst other commercial domestic improvements, the progress of the London shops must not be passed without notice. In doing this we will as briefly as possible glance at the arrangements of the London tradesmen previous to the time of James I.

Fitzstephen, who wrote in the time of Henry II. says:—"Men of all trades, sellers of all sorts of wares, labourers in every work, every morning are in their distinct and several places." These situations were sometimes varied, and in the time of Stow are by him described as follows:—

"The goldsmiths of Guthren's-lane and the Old Exchange are now for the most part removed into the south side of the West-Cheap. (Engraving, No. 9.)

The pepperers and grocers, of Soper-lane, are now in Bucklersbury and other places dispersed.

The drapers of Lombard-street and of Cornhill are seated in Candlewick-street and Watling-street.

The skinner from St. Mary Pellipus, or at the Axe, into Bridge-row and Wallbrook.

The stock fishmongers in Thames-street, wet fishmongers in Knight Rider-street and Bridge-street," &c. &c.

Before the settlement of the various crafts into rows of shops, they depended for the sale of their goods to a great extent on the regular fairs, which were then the principal means of traffic. At that period Bucklersbury and other localities of the several trades would consist of a sort of village of rude dwellings, in which the workmen carried forward their trades. In course of time some of the more active or skilful would exhibit specimens of their manufactures outside the doors and at the windows of their houses. Some would then add a stall covered, as a means of defence from the weather. These would gradually give place to permanent erections, projecting from the dwelling, similar to those we see in Aldgate-street, High-street, Camden Town, and other places where private houses have been altered for the purposes of trade. Sir Walter Scott, in his novel of the "Fortunes of Nigel," thus describes the shop of a London tradesman in the time of James I. which he says:—

"Was something very different from those we now see in the same locality. The goods were exposed for sale in cases, only defended from the weather by a covering of canvas, and the whole resembled the stalls and booths now erected for the temporary accommodation of dealers at a country fair, rather than the established emporium of a respectable citizen. But most of the shopkeepers of note, and David Ramsey amongst others, had their booth connected by a small apartment, which opened backward from, and bore the same resemblance to, the front shop that Robinson Crusoe's cavern did to the tent which he erected before it." Although the above graphic description would apply to a considerable portion of the London shops at the time alluded to, we are inclined to think that the shops near Temple Bar were then of a more finished descrip-

tion. Two or three of the shops in Fleet-street, near the Temple, have been little changed except by the introduction of glass, &c. since the times of James I. Our readers passing that way may notice the heavy projection and small windows peculiar to the period. Until within a short time ago, a shop, one of the last of the bulk shops, had probably remained with but little alteration since the time referred to.

In the interesting old town of Shrewsbury are some shops which do not appear to have been altered, not even by the introduction of glass, since the time of Henry VIII. and James I. We engrave one of the latter period (No. *33). In this the old shutters for fastening the windows at night were still in use. These consisted of two shutters, one fastened to the roof in the daytime (B); the other (A) opening forward, serves for the purpose of displaying the goods of the shopman: these are fastened when closed by a bolt and fastening.

The projecting shops in Aldgate-street, shown in No. *41, are amongst the oldest in London. In the next paper we will give examples of London houses in the time of Charles I. and a short description of the sanitary condition of London previous to the plague in 1665 and the Great Fire of the following year.

DESCRIPTION OF THE ENGRAVINGS.

31. Plaster Ornament on Sir Paul Pinder's Lodge, formerly near Bishopsgate-street.

32. Sir Paul Pinder's lodge, ditto.

*33. Shop of the time of James I. at Shrewsbury.

*34. Shaftesbury-house, Aldersgate-street, designed by Inigo Jones.

*35. Staples Inn, Holborn.

*36. House designed by Inigo Jones, Great Queen-street, Lincoln's-Inn-fields, probably one of the earliest examples of an entirely brick house in London.

This street was built 1629, and so called after Henrietta Maria, queen to Charles I. Howes, in his edition of Stow, speaks of "the new fair buildings called Queen's, leading into Drury-lane;" and Walpole tells us, "that many of the houses were built by Webb, Inigo Jones, and Nolin." All the good houses were on the south side, looking to the fields beyond St. Pancras. Several eminent persons who lived in this street are mentioned in the "Handbook for London;" among them Sir Thomas Fairfax, Lord Chancellor Finch, Sir Godfrey Kneller and Hudson, the painters, and Sir Robert Strange, the famous engraver.

*37. Devices in houses designed by Inigo Jones in Lincoln's-inn-fields.

*38. Devices in Prince Henry's house, Temple.

*39. House in Bell-yard, north side of Fleet-street, near Temple-bar.

Pope has several letters addressed to his Friend Fortescue, "his counsel learned in the law," "at his house at the upper part of Bell-yard, near unto Lincoln's-inn."

*40. Decorated House in Moorfields.

*41. Houses and projecting shops in Aldgate.

The panels in this house are decorated with the Prince of Wales's feathers, fleur-de-lis, the portcullis (the badge of Westminster), and armorial bearings which we have not been able to decipher.

*42. Sir Paul Pinder's House, Bishopsgate-street. Sir Paul Pinder, who was an eminent English merchant, died 1650, and was distinguished for his taste for architecture, and the large sums he gave towards the restoration of Old St. Paul's, and in loans for the service of James I. and Charles I. There is a very good ceiling and mantelpiece inside the house.

*43. House in Clothfair, Smithfield.

Those marked * are sketched from existing examples.

CHLOROFORM AS A MOTIVE POWER.—The French Government have ordered steam-engines for the *Galilee*, man-of-war, and other two vessels, in which a saving of fuel and heat is to be attempted by help of chloroform, which is to abstract the heat from the steam, and therewith constitute a motive power in aid of that of the steam, to be employed in separate cylinders, after which the heat of the chloroform is to be extracted by means of cold water, which, as well as the condensed steam, are to supply the boiler, while the condensed vapour of chloroform is returned for use as before. A saving of 50 per cent. in fuel is thus calculated on. The invention is a modification by M. La Fond, a French naval officer, of one by M. Du Tremblay, a French civil engineer, in which ether was used, but found to be highly dangerous from its combustibility.